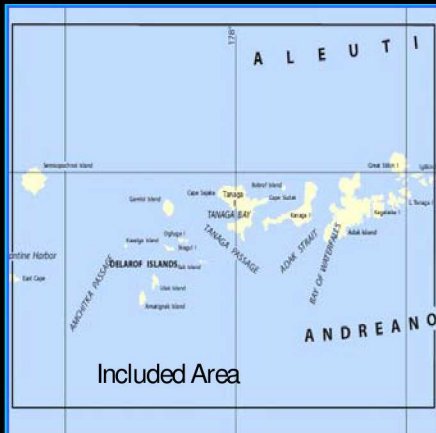


BookletChartTM

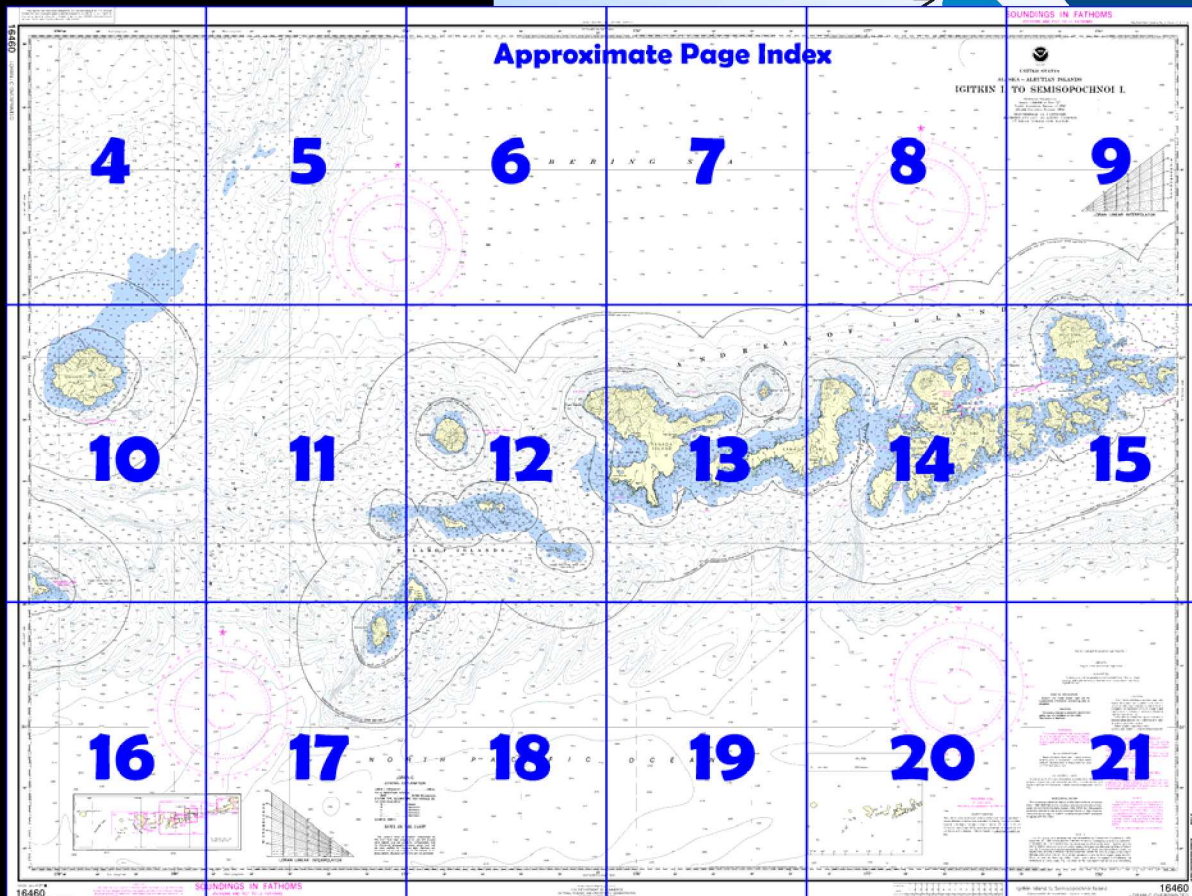
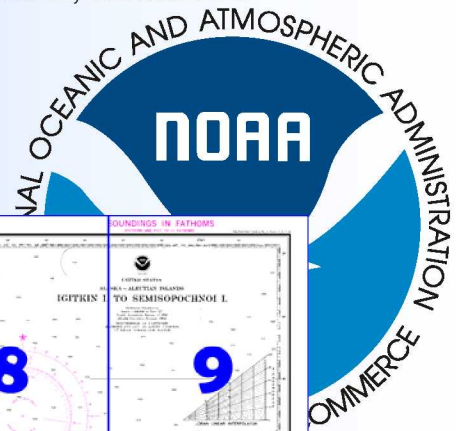
Igitkin Island to Semisopochnoi Island

(NOAA Chart 16460)

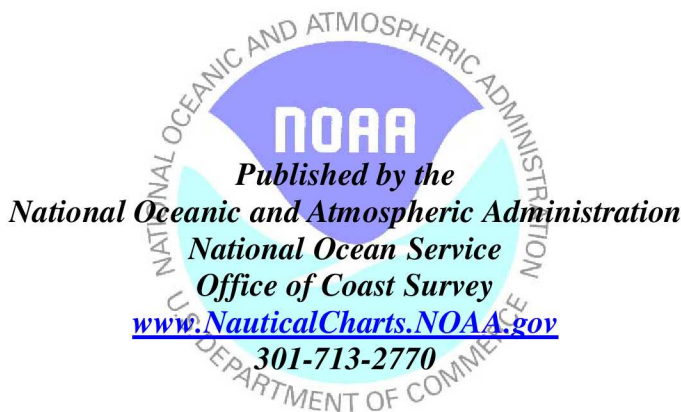


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

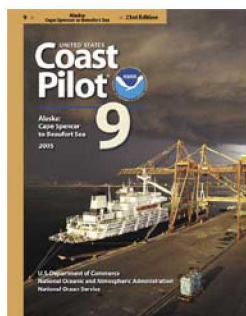
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 7 excerpts]

(967) The waters off **Cape Tusik**, 3 miles W of Kanaga Bay, appear much disturbed with strong currents. A dangerous shoal extends SSW for 2 miles off the prominent headland 2 miles NW of Cape Tusik. Depths of 16 fathoms are on the outer part, decreasing to much shallower depths closer inshore.

(985) The N coast of Kanaga Island W of Cape Miga trends S for 7 miles, then SW for 20 miles to Kanaga Pass. From Cape Miga for 7 miles S to **Bellevue Beach**, the coast is

steep-to with off-lying dangers within 0.5 mile of the shore. The 2-mile sand beach is backed by low ground and dunes. Good anchorage is afforded in SE weather off the beach; avoid the several detached offshore rocks. Landings can be made on the beach.

(992) **Tanaga Island**, across Kanaga Pass from Kanaga Island, is irregular in shape with greatest N-S length of 20 miles and E-W width of

23 miles. The N part of the island is high and mountainous, while the S part is low with many streams and small lakes or ponds. The N shore has precipitous rocky cliffs or very steep slopes which rise to the interior mountains. The other shores are rocky cliffs or reefs with numerous along shore pinnacles, except for beaches in Tanaga Bay and a few other places. The S coast and much of the E coast of Tanaga Island is fringed with detached rocks, reefs, and foul ground. Extensive kelp patches are in the foul areas. The dangers can be avoided by clearing the coast by over 2 miles.

(1011) **Tanaga Pass**, between Tanaga Island and the Delarof Islands, is 13 miles wide at its narrowest part. Depths of 50 fathoms or more can be carried through the pass by keeping 6 miles off Cape Amagalik, Tanaga Island, and 3 miles off the Delarof Islands.

(1012) The direction and velocity of the current is radically affected by the land areas and the banks. It appears that the flood is diverted by the chain of islands - Skagul to Unalga - and the relatively shoal water between them to an E and W direction in moving around this chain. It was observed that S of Skagul Island the flood sets about NE, E of this island it sets N, and N of the island it sets N to NW.

(1013) With erratic currents of this nature, dead reckoning cannot be depended on and the navigator may find his vessel 1 mile or more off his reckoning after a run of 1 hour.

(1014) During observations made 4.5 miles SW of Cape Amagalik, the current was rotary, turning clockwise, and followed a definite pattern. A minimum current averaging about 0.8 knot sets N to NE. As the current turned through E to S the velocity built up rapidly until it reached 3 knots. The velocity decreased to about 2 knots and at time of low water set WSW. The current turned NW, and the velocity increased to a maximum of 3 knots. The current continued NW to N until the velocity averaged about 0.8 knot. The current then set NW at a velocity of 2 knots. The current turned through N to NE and decreased in velocity to a minimum of 0.8 knot.

(1015) On the opposite side of the pass, 4 miles E of Ugidak Island, velocities of over 3 knots were observed.

(1017) Tide rips and swirls may be encountered in any part of this area, except well off the land areas in deep water. Generally they will be encountered where a radical change in depth deflects the natural flow of the current or where land masses affect this flow. The ebb appears to produce the heaviest rips and they are most pronounced during the greatest range of tides. Also, strong winds and heavy seas, opposing the flow of the current, cause large rips.

(1023) Gramp Rock is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the entire island.

(1024) **Ugidak Island**, the easternmost of a chain of four islands in the central part of the Delarof group, is 75 feet high, small, and rocky. The waters around the island are deep; currents are strong and tide rips, dangerous to small boats, may be encountered.

(1026) **Skagul Pass**, between Skagul and Ogluiga Islands, is only for small craft. Currents in the pass are very strong and tide rips develop when sea and current are opposed. Kelp in the pass is towed under when the current is running.

(1027) A good anchorage from N weather is 1.2 miles S of Skagul Pass in 17 fathoms, sand and gravel bottom.

(1029) Tag Islands are a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the islands which also encompasses Skagul Island.

(1033) A good anchorage during S gales is 1-mile N of Kavalga Island in 22 fathoms, sand and gravel bottom.

Local magnetic disturbance

(1038) Differences of as much as 7° from normal variation have been observed on Gareloi Island SE of Mount Gareloi.

(1041) The SE shore of **Hasgox Point** on Ulak Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the rookery which encompasses all except the N half of the island.

Table of Selected Chart Notes

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HEIGHTS

Heights in feet above Mean High Water.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 5.0677" southward and 8.994" westward to agree with this chart.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PROHIBITED AREA

Amchitka Island

Regulations are published in 50 CFR 36.39

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NOTE B

CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION

Site was formerly used or designated for U.S. Chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 7° from the normal variation have been observed on Gareloi Island southeast of Mt. Gareloi and on Semisopochnoi Island near Sugarloaf Head.

Differences of as much as 11° from normal variation have been observed in Kagalaska Strait, near the northern entrance.

2407

22E

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY100kHz.

PULSE REPETITION INTERVAL

999099,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators)

MMaster

WSecondary

XSecondary

YSecondary

ZSecondary

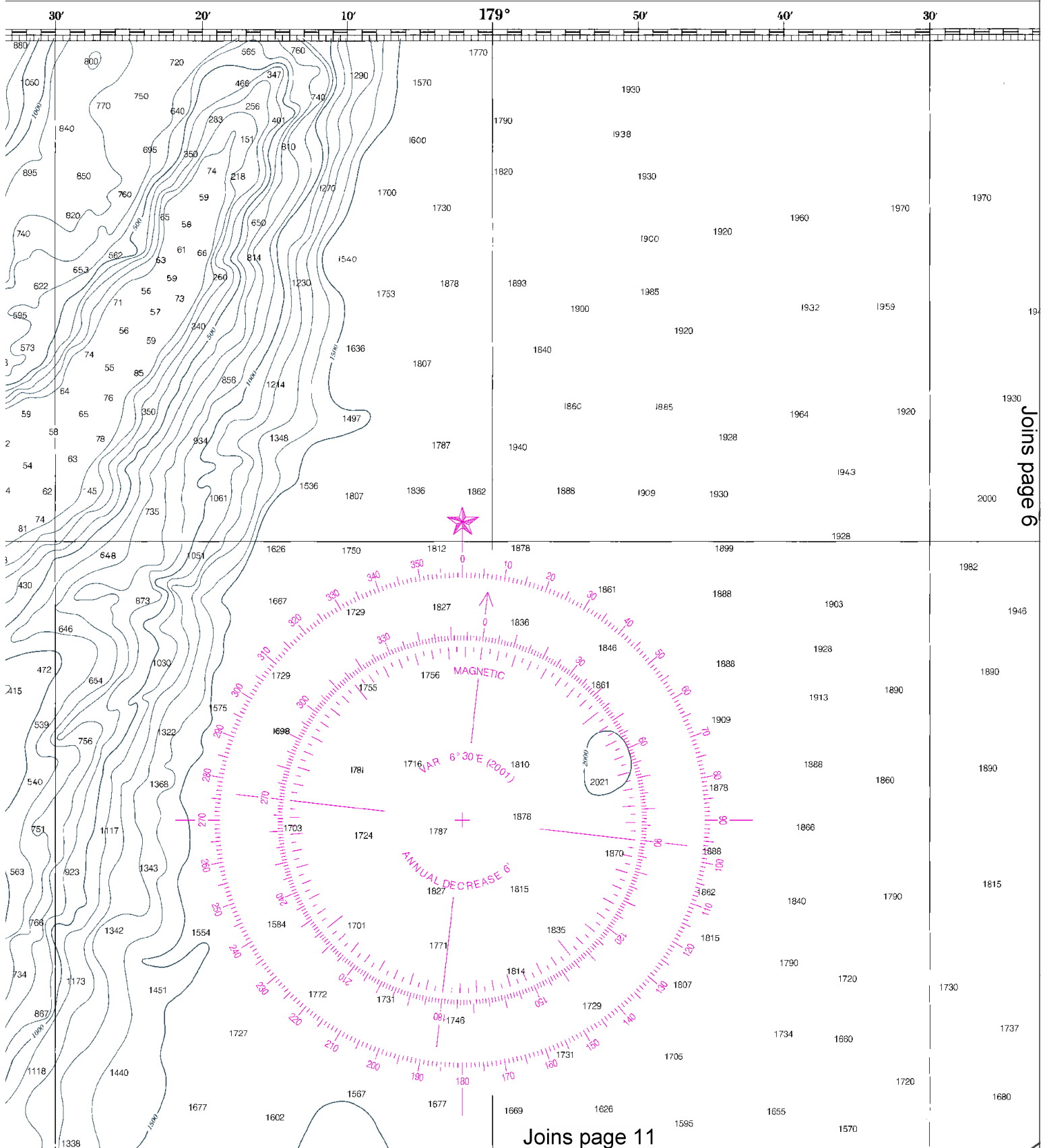
EXAMPLE: 9990-X

2640

RATES ON THIS CHART

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.

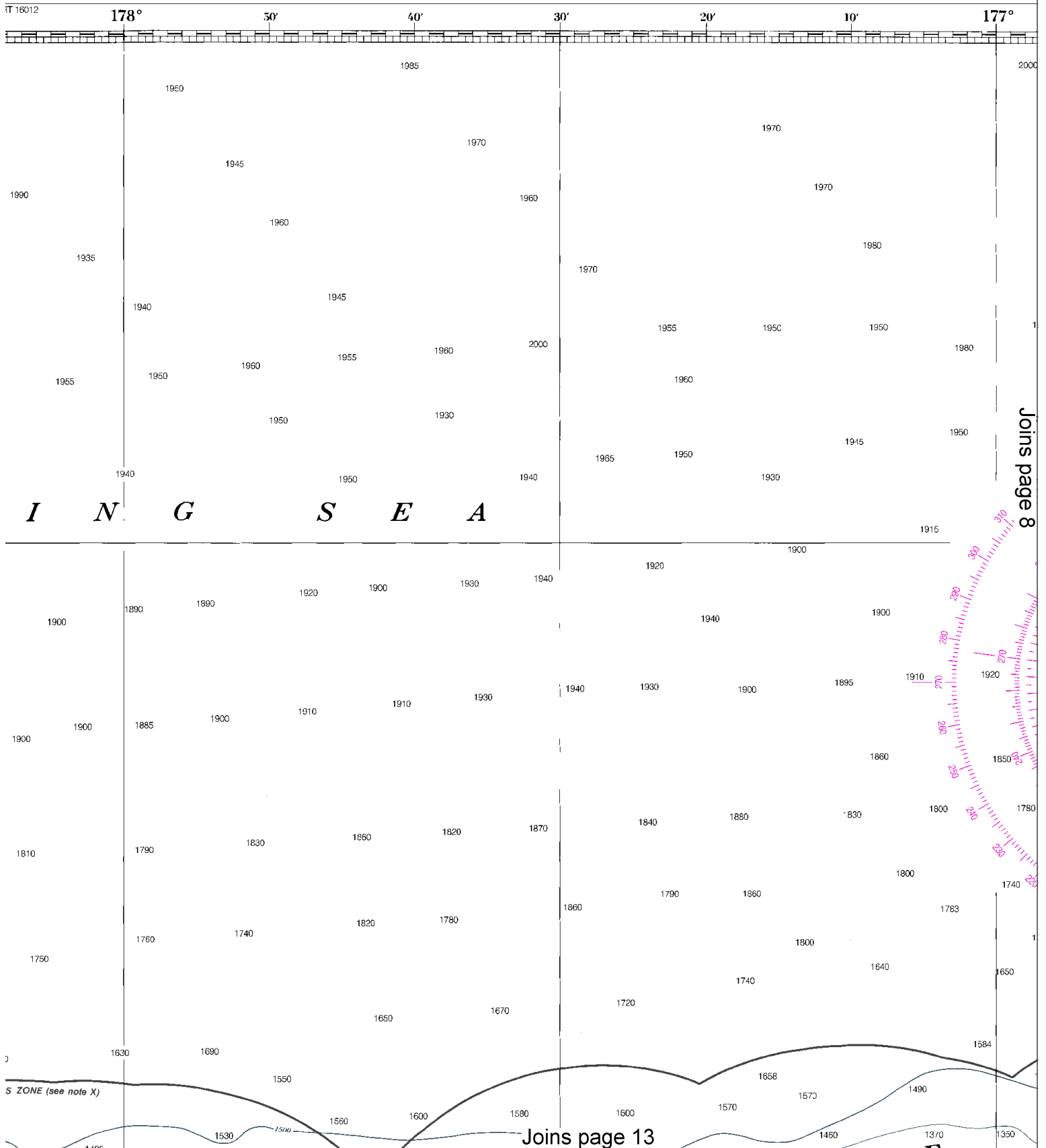
26E



This BookletChart was reduced to 75% of the original chart scale.
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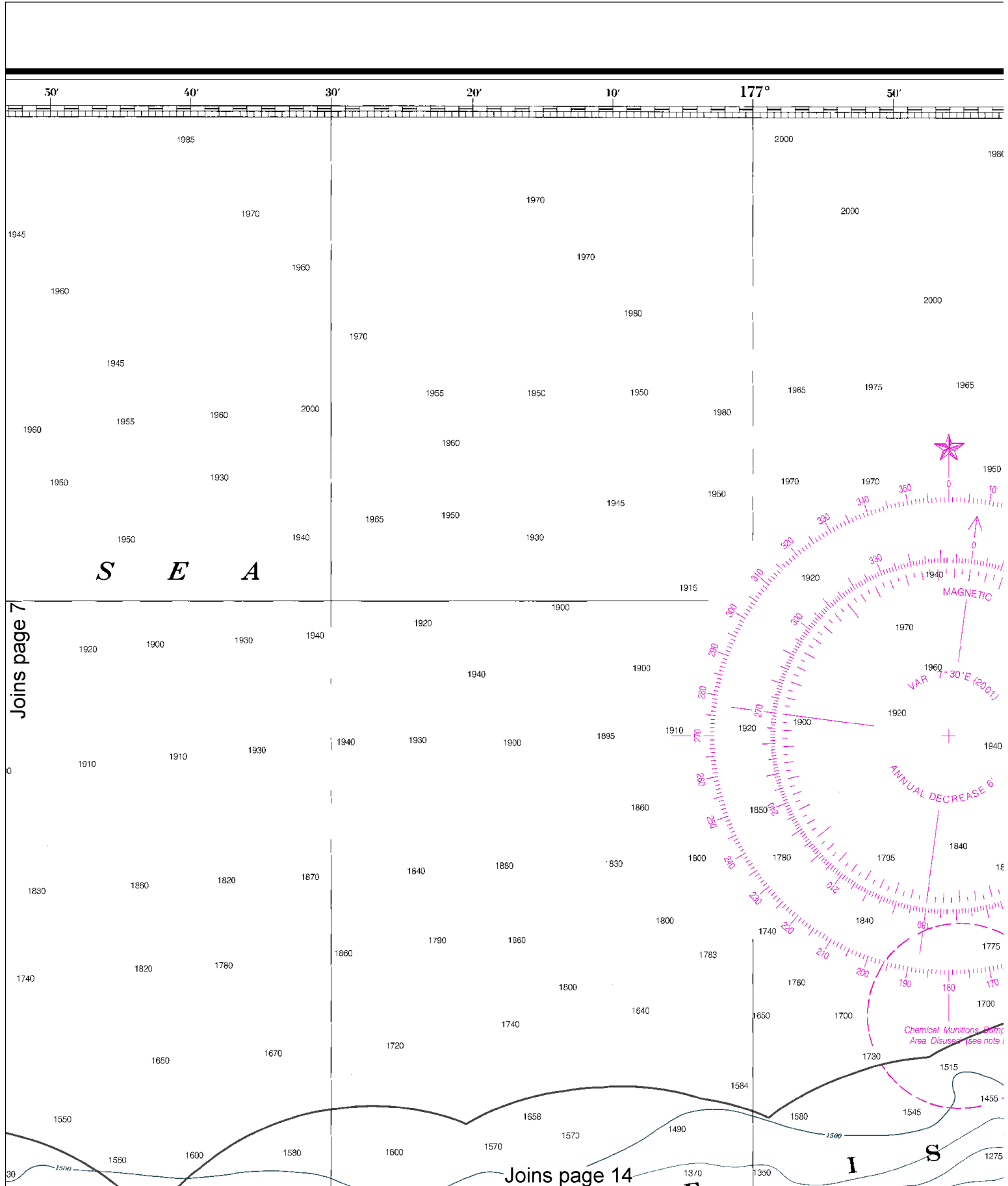


IT 16012



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0910 3/2/2010,
 NGA Weekly Notice to Mariners: 1110 3/13/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

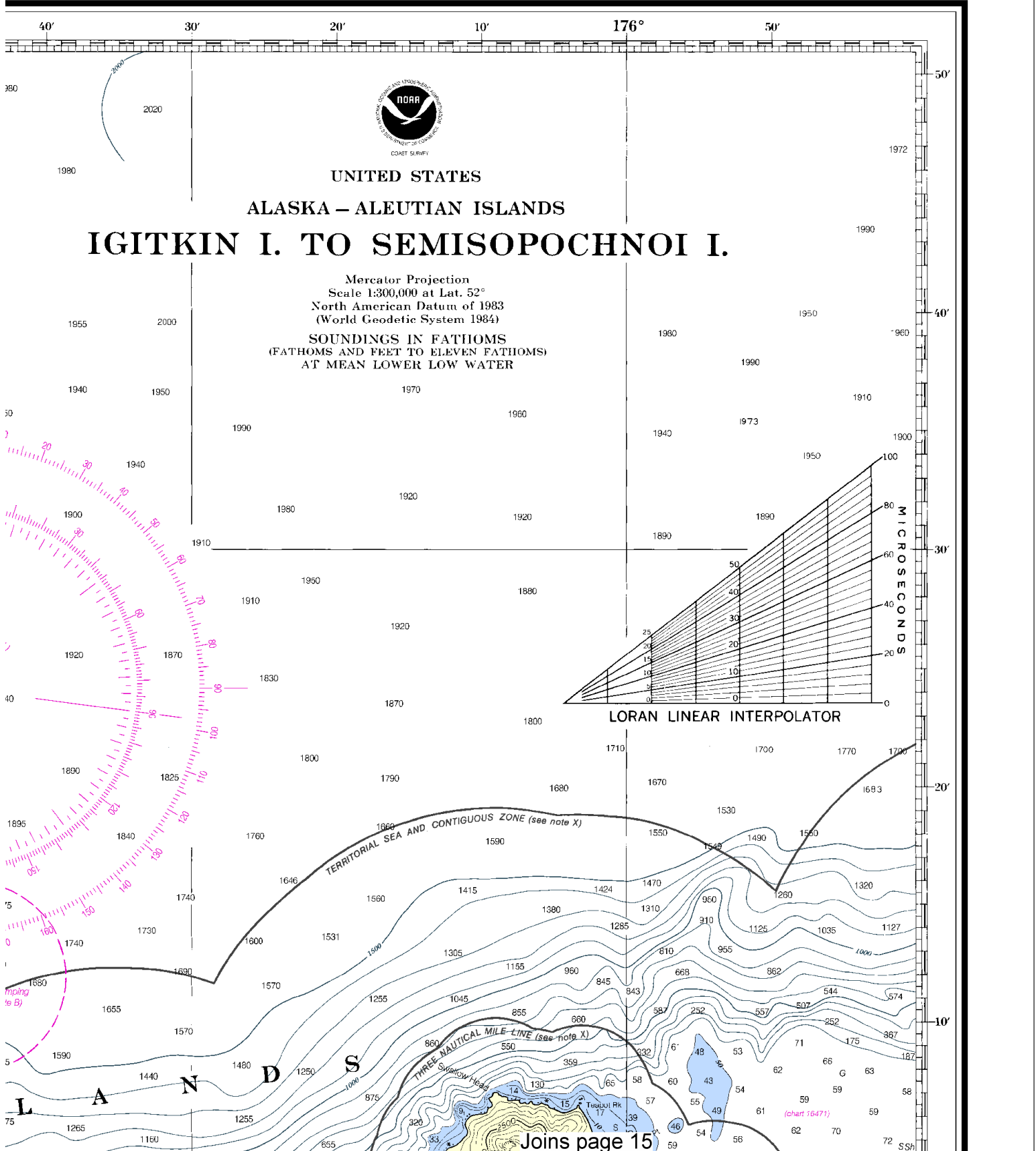
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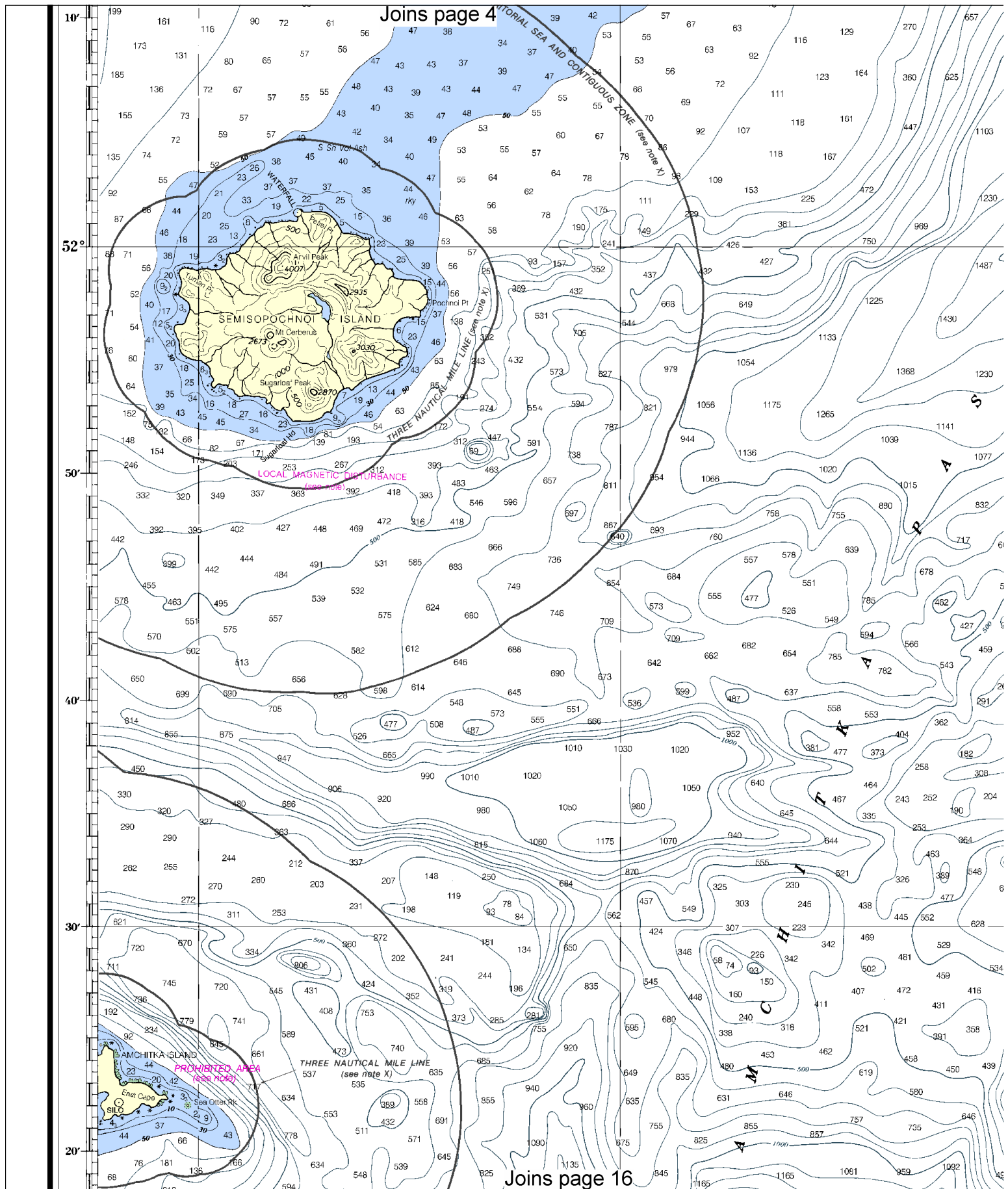


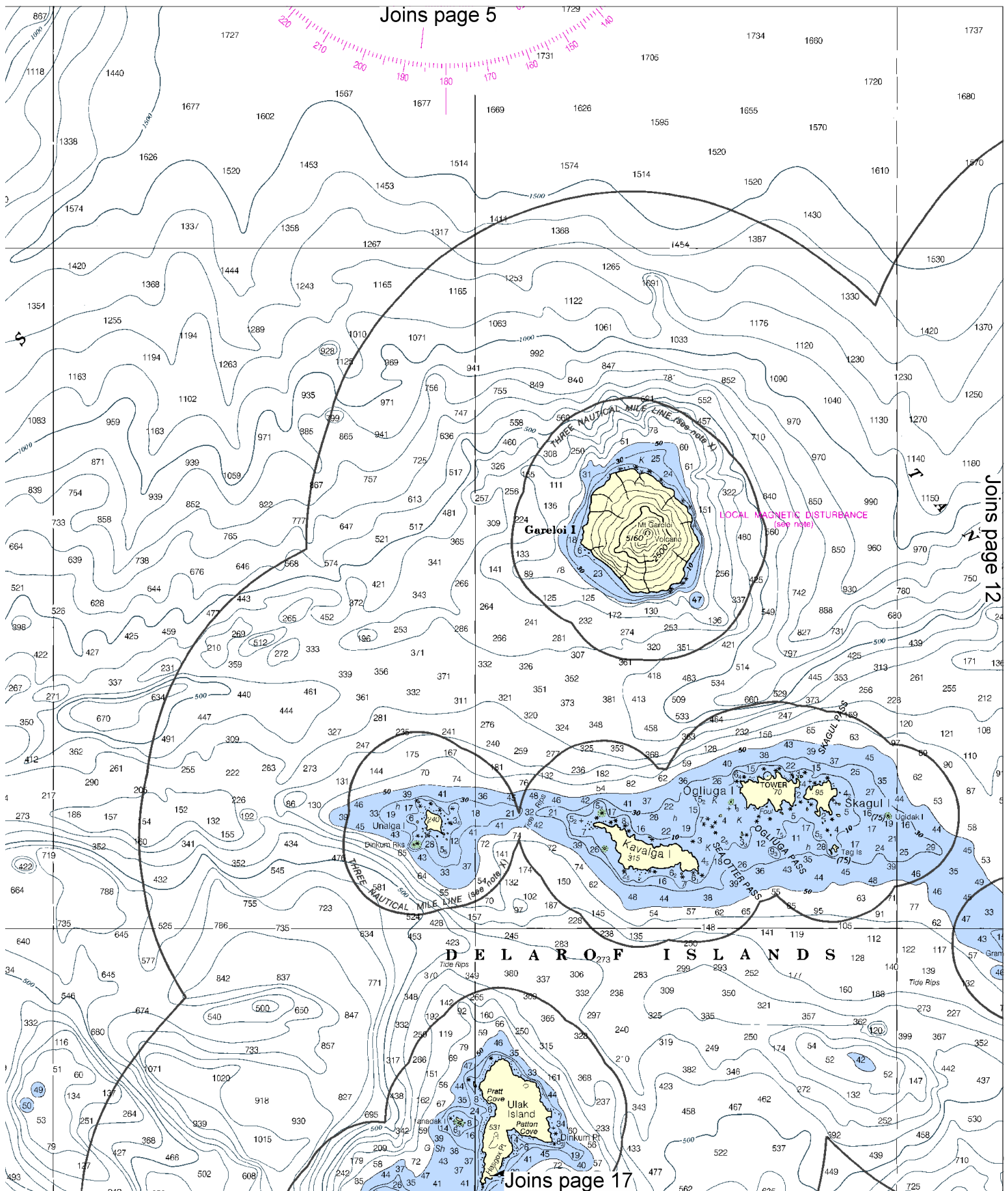
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

Nautical Chart Catalog No. 3, Panels C, D, H, M

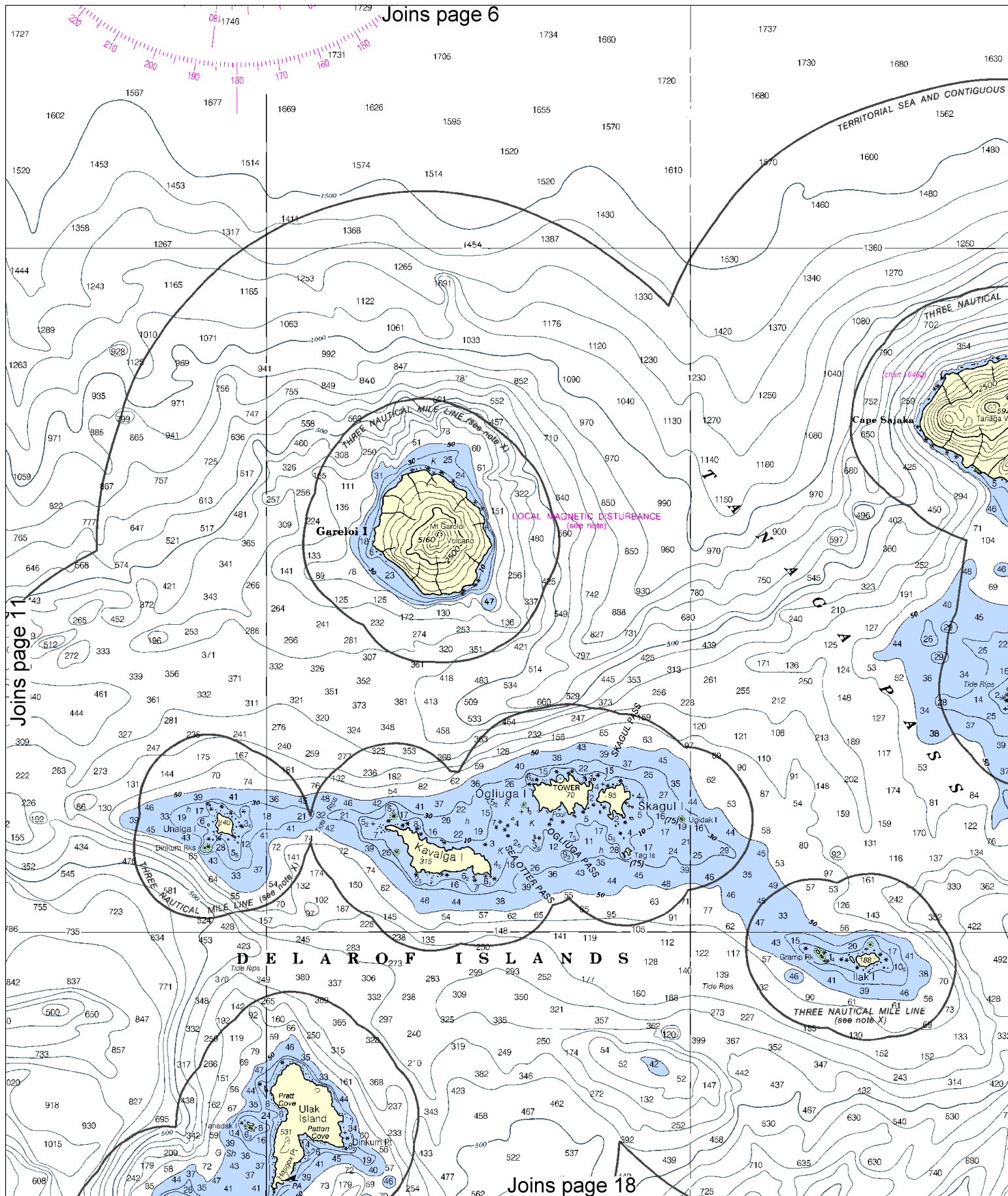






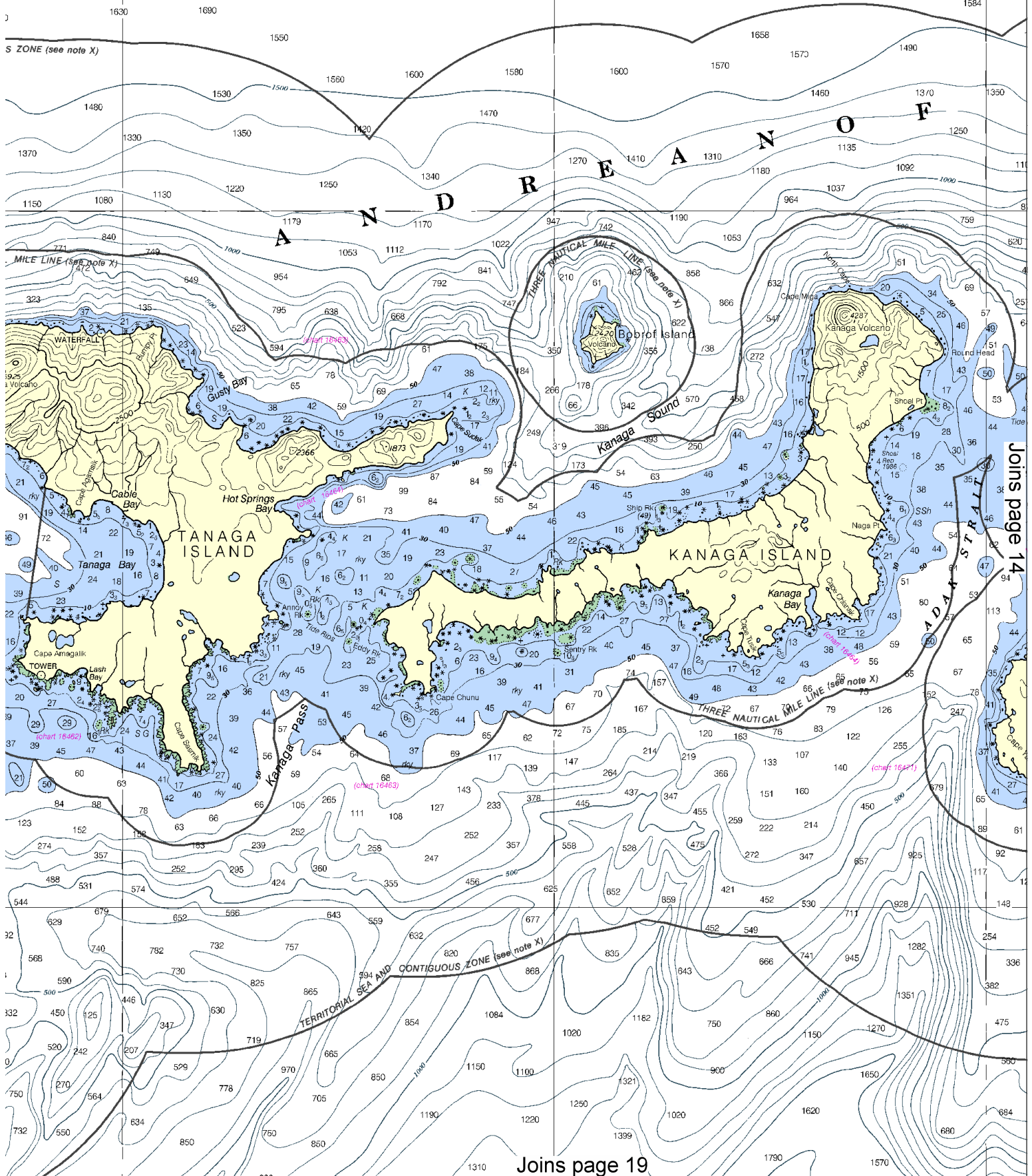
Joins page 12

Joins page 17



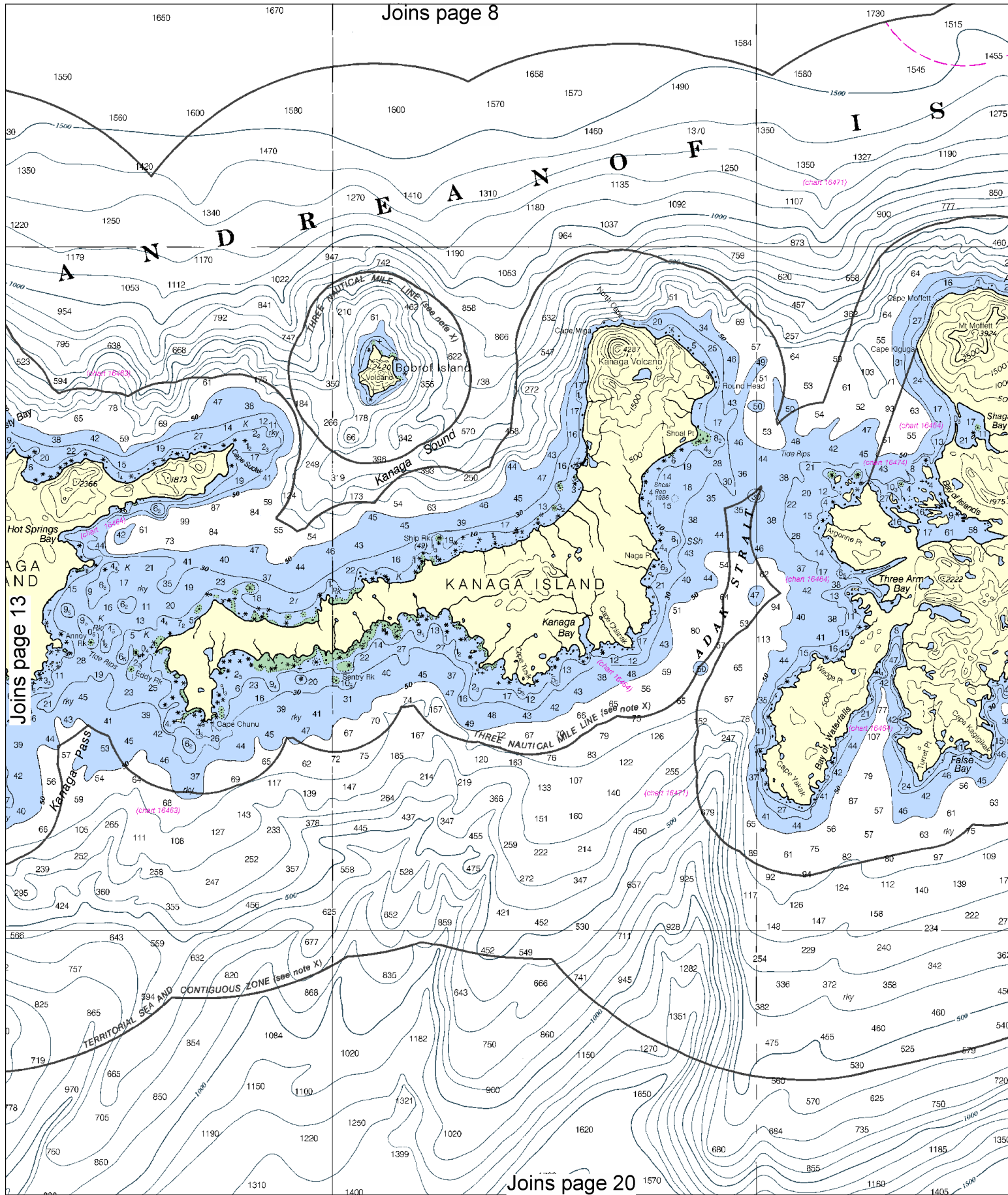
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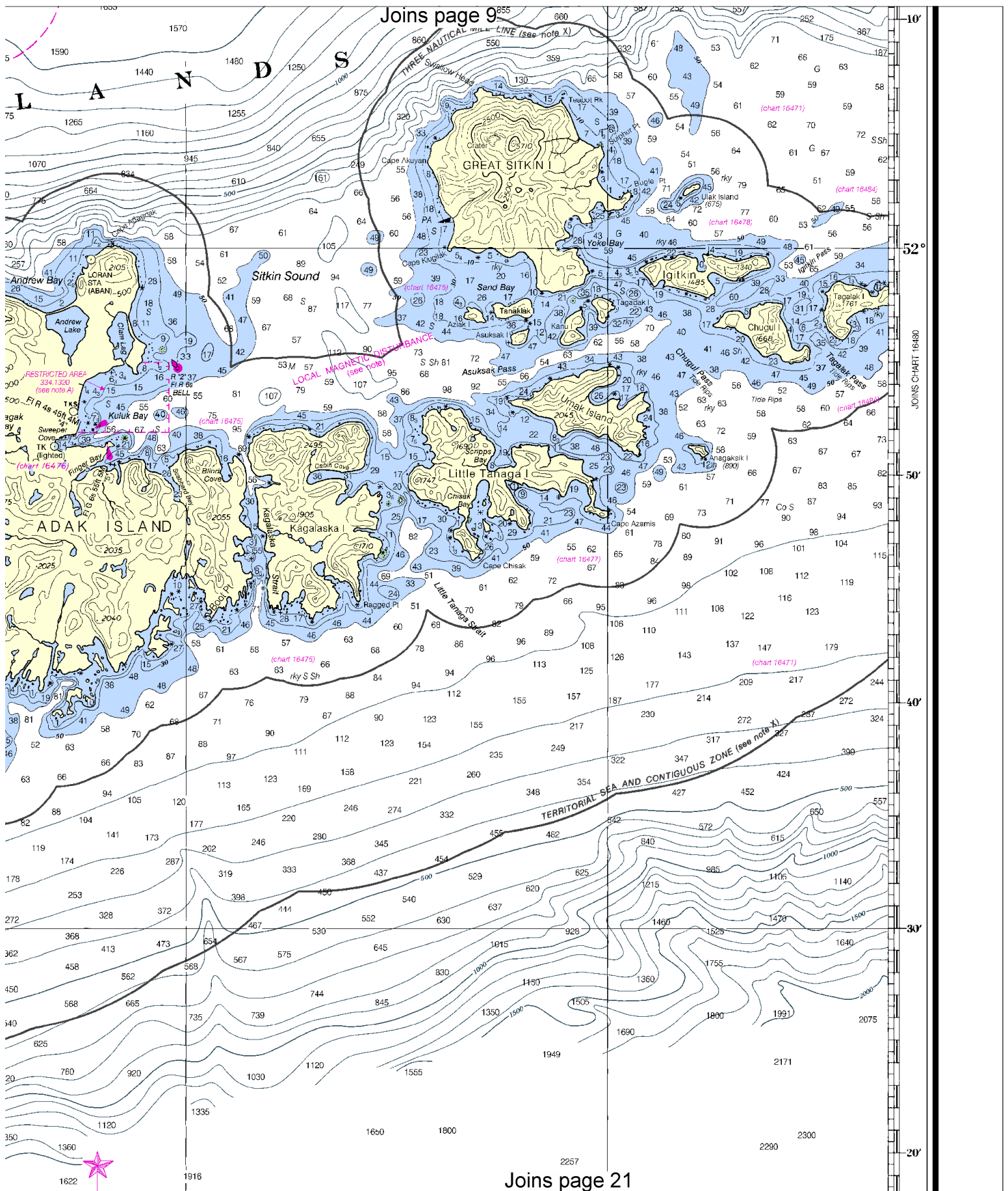
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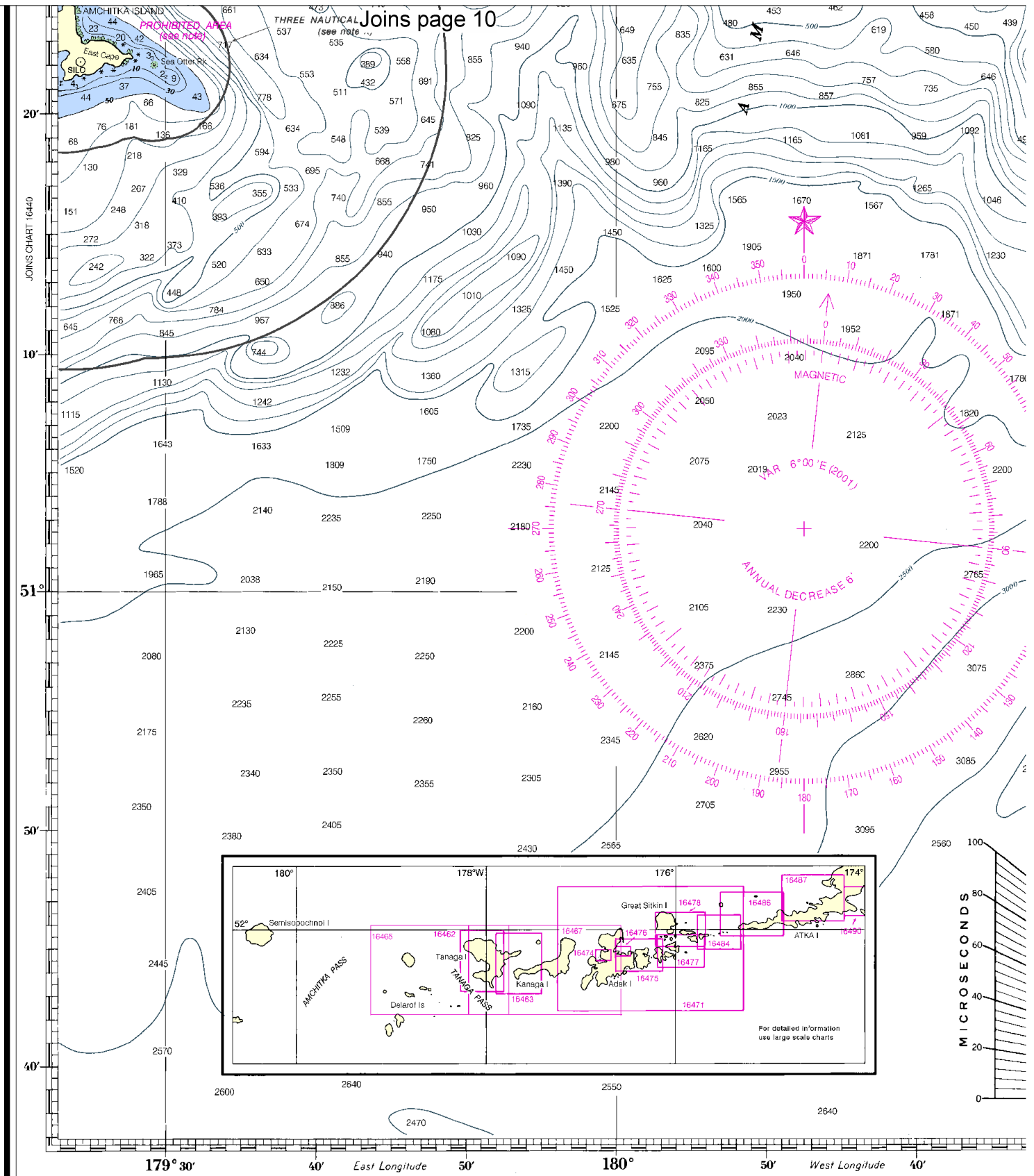


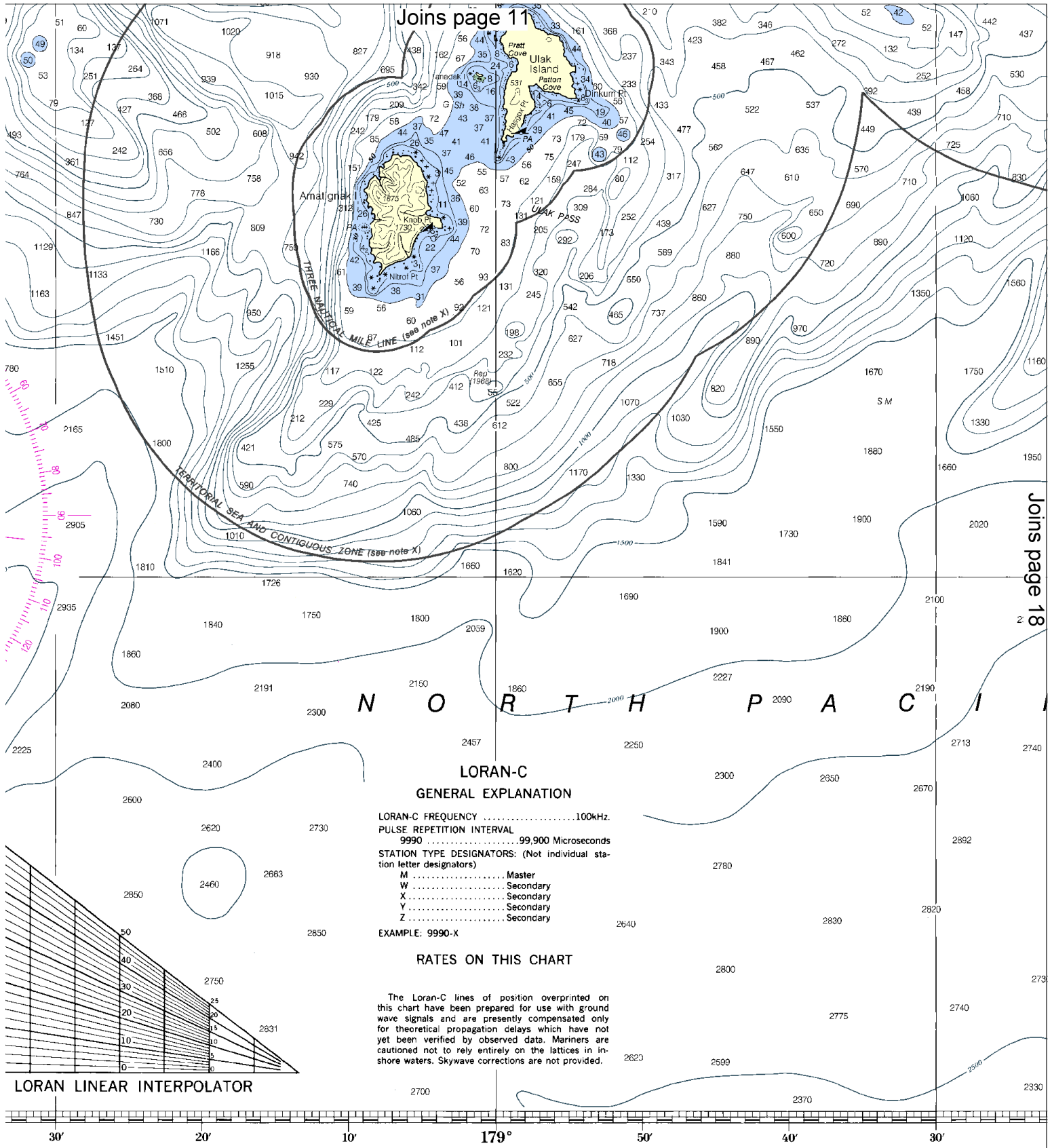
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Joins page 19







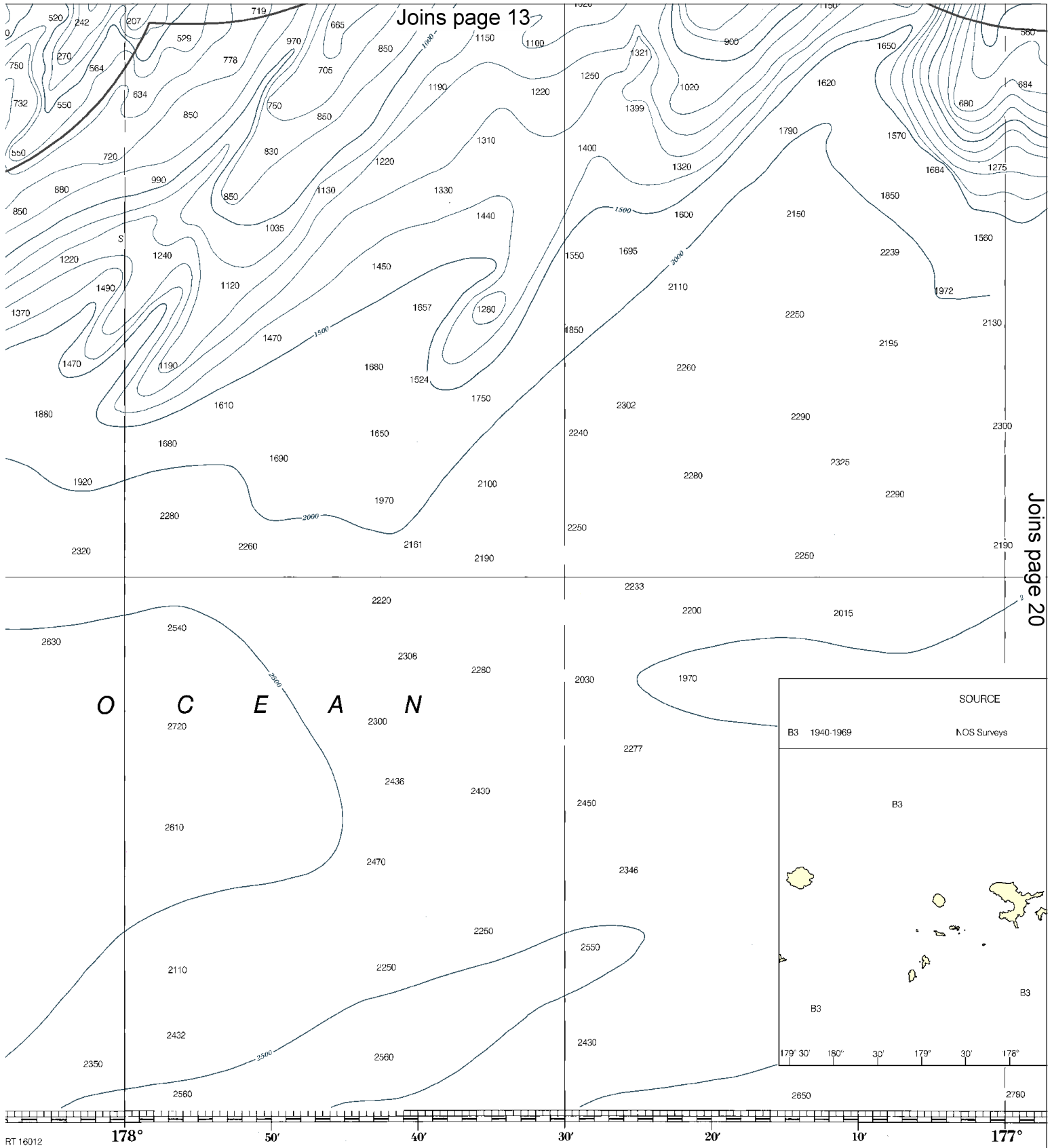


THOMS
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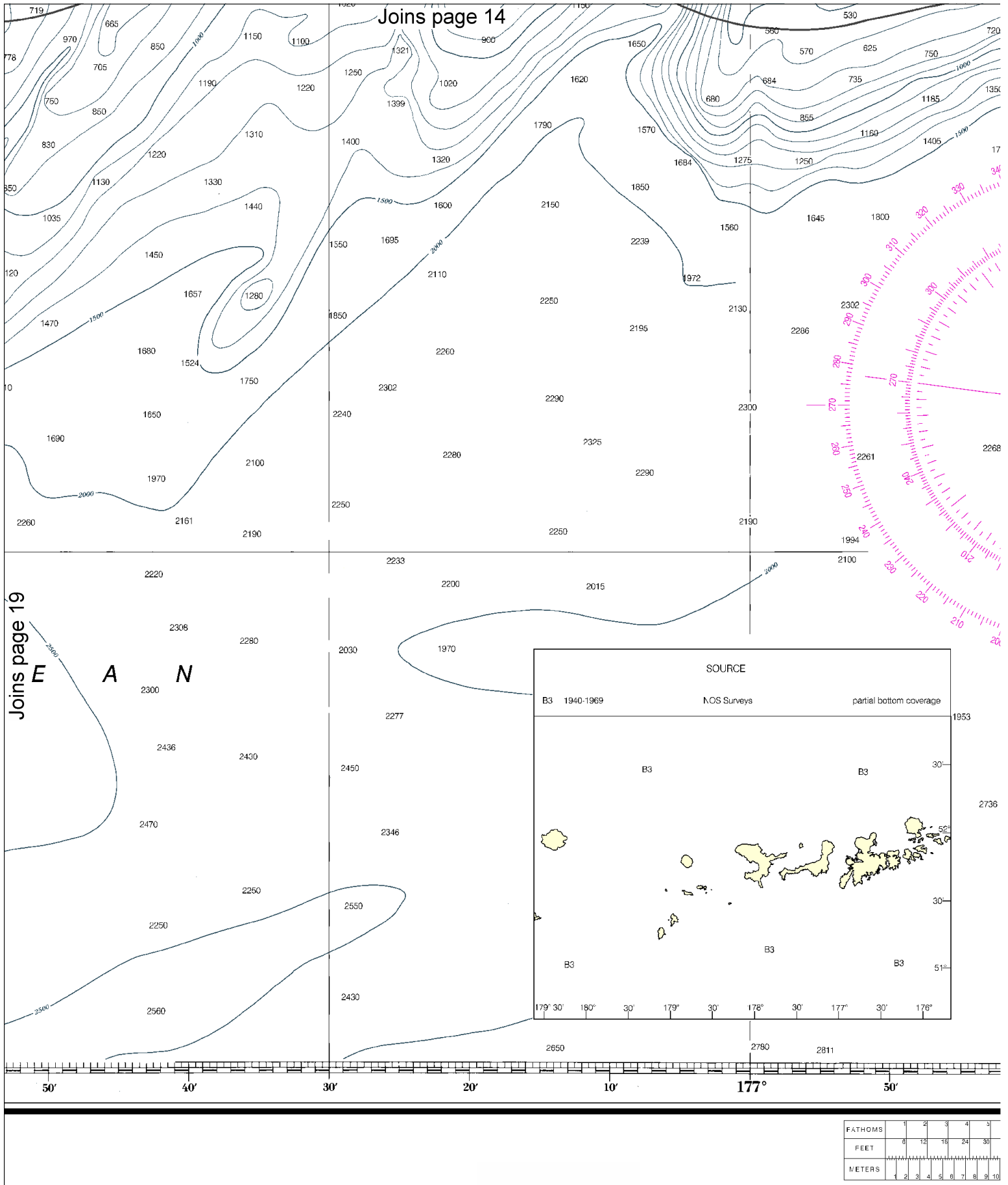


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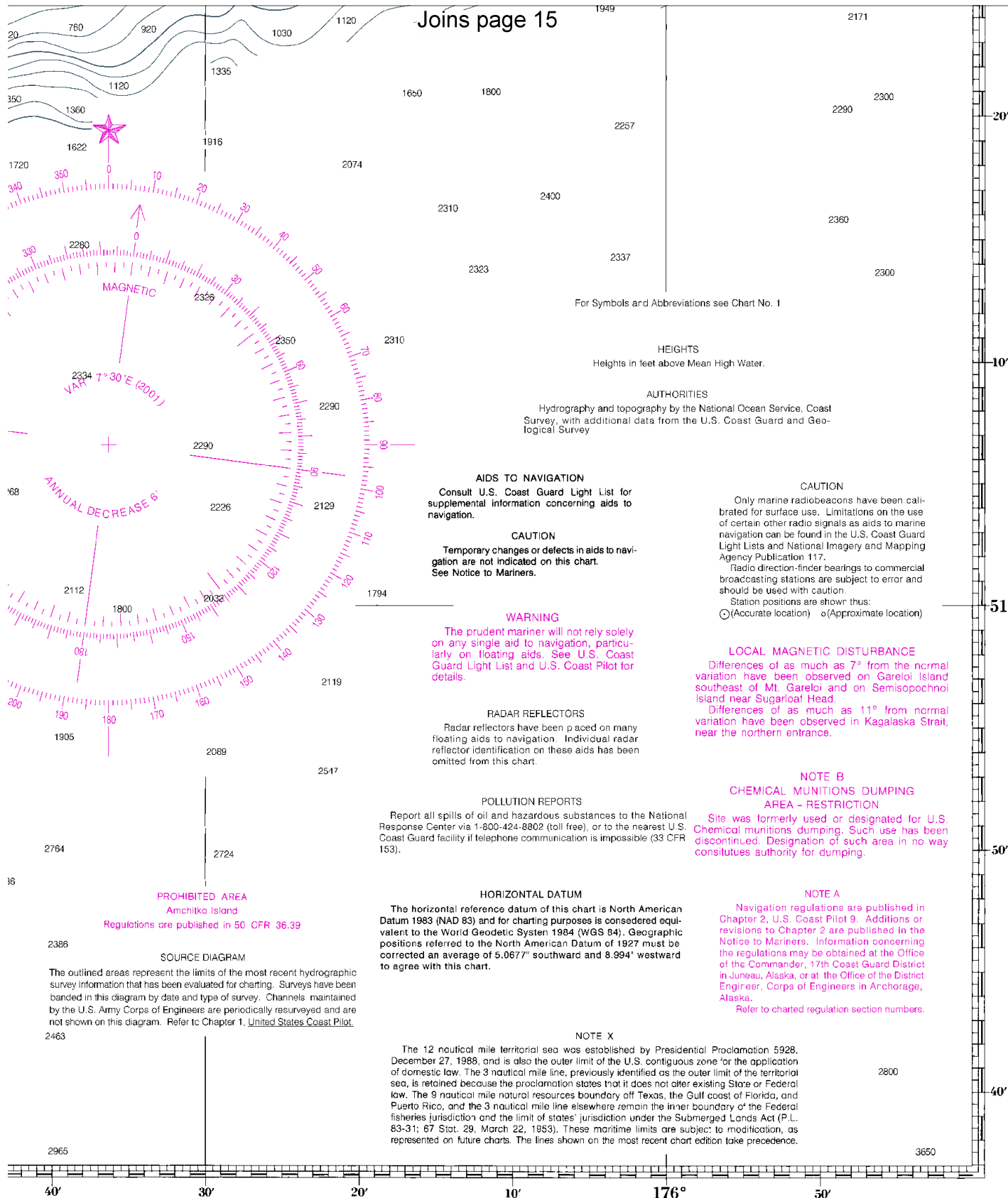
Joins page 20



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COMMERCE
ERIC ADMINISTRATION
SERVICE
Y



Joins page 19



Iglik Island to Semisopochnoi Island
SOUNDINGS IN FATHOMS - SCALE 1:300 000

16460
LORAN-C OVERPRINTED

21

ED. NO. 15

NSN 7642014011243
NIMA REFERENCE NO. 16AC016460

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.